

ally useful and beneficial public purpose. Such a purpose, it is confidently believed, cannot be better subserved, than by the establishment of the proposed Athenæum. Nor is it thought necessary to enlarge more upon its advantages. They are so obvious, and have been attested by experiments elsewhere, so satisfactorily, that such an institution cannot fail to obtain the patronage and support of the Richmond public. At the present juncture, liberal appropriations and contributions towards it would be most opportune to procure a chemical apparatus and for other purposes. And so far as individuals may be disposed to lend their assistance, perhaps it will not be out of place to suggest that their contributions may be appropriately deposited with Col. Thos. H. Ellis, the Secretary and Treasurer of the Committee.

The Commercial Prospects of the South.*

Some 12 or 15 years ago there was a move at the South in favor of direct trade. Conventions were held at various places, and resolutions were passed binding the merchants of the South, like the oath which old Neptune administers to sailors when crossing the Line:—"never to kiss the maid when they can kiss the mistress, unless they like the maid the best:"—"never to eat hard bread when they can get soft, unless they prefer the hard." So our Conventions resolved, that Southern merchants should never buy in the North; when they could purchase at the South, unless they could buy cheaper at the North.

We thought then, that much might be done to recover back to the South its lost trade. But we were of opinion that it could not be done merely by taking Neptunian oaths, or by passing Neptunian resolutions. It could not, we thought, be done unless merchants would put their hands in their pockets: but this they were not prepared to do. And so the impulse then given to Southern commerce ended, we believe, with a cargo or two of sugar that was imported from the West Indies into Norfolk *direct*, instead of being carried right by the Capes of Virginia to New York, and then sent from there back to Norfolk.

We mind the time well when these Conventions took place; our heart was in the move, and our spirit went along with the delegates every time. It was in 1837-8, along there—when the British government was about writing Q. E.

* *Proceedings of the Virginia Mercantile Convention*, held in the Hall of the House of Delegates, on Wednesday and Thursday, September 10th and 11th, 1851. Richmond, Va. [Reported by F. W. Leeds, Jr., Stenographer.] Printed by R. H. Gallaher—Republican Office. 1851.

D. to the practical demonstration which the "Sirius," the "Liverpool," and the "Great Western," were just then giving to the great problem of Ocean Steam Navigation.

France, the French, and the King of the French, were burning with the desire not to be outdone by England. They had the money ready, and were looking for a port on this side to which they might start an opposition line of steamers. This journal saw it, and proposed that the South should offer to take part of the stock, provided the French would select Norfolk as the terminus for their line—and thus get the Line into the hands of Americans; for we "felt it in our bones" that even at that day, we could beat John Bull.

We did succeed in impressing one of the readers of the "Messenger" at last, with our notions. Him we knew well: he was an enterprising, go-ahead fellow. *Requiescat!* Captivated with the idea of subsidizing the French in the noble enterprise, he petitioned the Virginia Legislature to grant him the charter for an Atlantic Steam Navigation Company. He wanted no privileges, no favors, but simply the charter; for he was sure that with the charter and his energies, he could gain the French over as allies and induce them to select Norfolk for the American terminus of their Line.

The Legislature refused the Charter. The French, meeting with no sympathy on this side, receiving no overtures from the South to send their boats to Norfolk, proceeded to build their vessels. They selected New York for their American station, and sent over their steamers filled with officers and servants so bedazzled with "toggerly," that passengers could not tell one from the other. Finally, after a trip or two, one of these steamers loaded down with passengers and freight, put to sea from New York, and after getting fairly out into blue water, discovered that the sugar had been forgotten. The Captain made a speech at the breakfast table the next morning, and offered to put back for sugar if the passengers would say so: but it was too late. The passengers had already become *sour*. This sugar business broke up the Line. Johnny Crappo retired from the contest, and left the field to John Bull, to be by him enjoyed without a competitor for some 10 or 12 years.

No human sagacity could penetrate clearly enough into the future then, to see all that has since actually turned up in the way of Ocean Steam Navigation and steamship enterprises; but there is little or no doubt that, had the suggestions of this journal, at the time they were made, been adopted by the advocates of direct trade in the South,—that, had the Legislature of Virginia granted that Ocean Steam Navigation

Charter, Norfolk would at this day have been the centre of steamship enterprise for the United States.

The French steamers would have been built there; they would have been commanded and controlled by Americans who would *never forget their sugar, nor make their passengers sour.*

This would have established foundries, machine shops, and ship yards at Norfolk, and have placed her ten or fifteen years ahead of New York in the steamship business. Norfolk would then have been enabled to get the contracts from the Government for establishing those lines of splendid steamers that are now giving such a tremendous impetus to the business, the trade, travel and traffic of New York. The Lines to the Isthmus would have belonged to Norfolk. Hers would probably have been the Havre and Bremen Lines. And the Old Dominion might have claimed also what is now the "Collins' Line."

Geographically speaking, Norfolk is in a position to have commanded the business of the Atlantic seaboard. It is midway the coast. It has a back country of surprising fertility—of great capacity and resources; and as far as the approaches from the sea are concerned, its facility of ingress and egress, at all times and in all weathers, there is from Maine to Georgia, from the St. Johns to the Rio Grande, nothing like Norfolk.

The waters which flow past Norfolk into the sea, divide the producing from the consuming States of the Atlantic slope—the agricultural from the manufacturing,—the ice ponds of the North from the cotton fields at the South—the potato patch from the rice plantation—the miner from the planter. And these same waters unite at this one place the natural channels that lead from the most famous regions in the country for corn, wheat and tobacco, to the great commercial marts.

In order to satisfy any one of the vast natural advantages which Norfolk has over any other Atlantic sea-port, let us compare the back country which naturally belongs to this ancient borough and modern city, with that which naturally belongs to New York. We hope the reader will refer to a map of the United States and with his pencil trace a line on it to include all the country which is drained into the Hudson river:—for that is the back country which naturally belongs to the City of New York.

Now let him, in like manner, draw another line to include within it all the country that is drained into the Chesapeake Bay; for this is the back country which naturally belongs to Norfolk. To do this, he will begin and run along upon the ridge—the "Divide," the Western peo-

ple call it—between the Delaware and the Chesapeake.

Running thence Northwardly, his pencil-mark will include all of Pennsylvania that is in the valley of the Susquehannah—all of Maryland this side of the mountains—the valley of the Potomac, the Rappahannock, the York and the James rivers, with the valley of the Roanoke and a great part of the State of North Carolina, whose only outlet to the sea is via Norfolk.

Such is the back country that nature has given to Norfolk for her commercial foundation—and such to New York for the corner-stone of her commercial edifice.

Virginia saw these advantages and slept upon them. She knew that nature had placed them there and made them hers. She never dreamed that man could take them away. But man has. The enterprise of man has extended the back country of New York from the sea to the Lakes; from the waters of Long Island Sound to the waters of the Gulf of Mexico. It has turned the commerce of the St. Lawrence down the Hudson, and placed the mouth of the Mississippi as much at Sandy Hook as it is at the Balize.

Thus did New York while Virginia was sleeping. Just as she was beginning to wake up, chance and the course of events threw in her way the steamship enterprise of the French. Her merchants, however, could not get their hands in their pockets, or rather they stood with their hands in their pockets for ten years, and quietly looked on while New York was projecting her plans, displaying her enterprise and monopolizing all those steam advantages; and now that New York has got fairly under way, they in the South are again rousing up the people and calling their conventions in favor of steamships and direct trade. Better late than never. We welcome the move with all our heart, and mean to support it with all our strength—save and except the Neptunian resolutions. We do not go for them.

We do not wish to discourage the move for a line of steamers from Norfolk to Europe, as great as the odds against Norfolk now are. We know that there are business men in the South who, if once they put their hands in their pockets and their shoulders to the wheel, have energy, enterprise and capacity enough for anything that energy, enterprise and capacity can affect.

While we do not wish to discourage that move therefore, we have a proposition to make, which, by timely adoption, will, we think, do much towards recovering for the South her lost advantages, and that with interest. This proposition is another steam-ship enterprise. It may meet the fate of the former one, but if so, the end

of the next 15 years, will show its rejection to be a piece of short-sighted policy more to be deplored than all the inaction heretofore observed by Virginia with regard to her natural resources and commercial advantages.

The South wants to regain her direct trade. Let us first examine how the South came to lose it, and the North to get it. We shall then know the better how to proceed and what to do towards recovering it.

The course of navigation from Europe to this country used to be down along the coast of Africa to the region of the N. E. trade winds. These winds are fair winds for getting to the westward. Ships took them, and with them ran over to the United States; falling in with the Southern coast first and making the land off Charleston or the capes of the Carolinas or of Virginia, they would then take a fresh departure for New York, Boston, or their port of destination, wherever it was, among the New England States.

This made of Charleston and Norfolk a sort of relay station, and placed them on the way-side of the commercial highway leading from Old to New England.

It was rarely that vessels were found in those days to sail more than four or five knots under the most favorable circumstances. About two miles the hour was the average rate of speed for merchantmen in those days. It was not so fast as the Gulf stream would carry a log.

Along the route now pursued by vessels bound from Liverpool to New York, the winds are adverse, and the Gulf stream has to be stemmed nearly all the way. The merchantmen of the last century were incapable of beating up against wind and tide both; consequently the northern passage was closed to them, and the usual route was to follow the track of Columbus—pass through the Sargasso sea, catch the N. E. trades, and getting on the parallel of some southern port in America, to steer due west until they made the land.

If the merchantman of that day, after thus making her land-fall, ascertaining her position and keeping away for her port, met a N. W. gale or a snow storm, as in winter she was very apt to do off New York or Boston, her course was to run back south and to lay in Charleston until the next spring, waiting for good weather, and a fair opportunity for going northward again.

Though the existence of the Gulf stream was known more than two centuries ago, the fact that its waters were warmer than those of the sea along side of it, and the idea that this difference of temperature could be made available for lon-

gitude at sea, was not promulgated to navigators until 1796-7.

This is an epoch in navigation, and from it commences an era in the course of trade between the old world and the new.

In those days, if the mariner at sea could lay his out-spread hand down upon his chart and say that it certainly covered the place of his ship, he was called a "lucky dog," and entitled to be considered a navigator.

We beg leave to illustrate, and to instance, as we go along: In 1779 when John Adams was returning to the United States from his first mission to France, he came in a French man-of-war,—and men-of-war were much better navigated in those days than merchantmen. After leaving the shores of France they did not *discover* their longitude until they got soundings in the waters of America.

We quote from his diary.

"Saturday 17th." It was July. "Three days past we have sounded for the Grand Bank, but have not found it."*

Two weeks after that, viz: on the 31st, when they did find bottom, he remarks: "The weather, the wind, the *discovery of our longitude*, give us all fine spirits this morning."

A modern vessel would sail across the Atlantic while the "frigate *Sensible*" was seeking her longitude.

Such was the course of navigation, such the difficulties in the way of trade across the Atlantic prior to 1796, that Charleston and Norfolk of necessity became the half-way houses, the great entrepôts of traffic, the points of communication between Europe and the "colonies."

From 1776 dates a new era in the political affairs of this country—and from 1796—twenty years after—and so on at intervals of twenty years, dates regularly a new era in its affairs of commerce and navigation.

Then—in '96—it was made known to navigators how, by dipping a thermometer into the water as they approached our shores, they might tell whether they were in or out of the Gulf Stream—whether they were on this or that side of it; and consequently know their longitude. This was a discovery. It was hailed as such by the whole sea-faring community. Works were written on "Thermal Navigation," and the streaks of hot and cold water in and near the Gulf Stream, were likened to blue and red ribbons which Providence had stretched upon the green bosom of the Atlantic to warn the navigator of his approach to our shores and to tell him his longitude.

At that time, too, great improvements in naval architecture were about to take place. The

* Life and Works of John Adams, vol. iii. pp. 226-7.

keels of the fastest ships that we have in our navy at this day were laid then.

These discoveries and improvements enabled ships bound from Europe to approach the coast of the United States with the Gulf Stream for a beacon; and they, moreover, enabled merchantmen, by being swift of foot, to turn to windward better, and consequently to beat over from Europe against the Gulf Stream and the prevailing westerly winds of the direct route.

Thus traders began to come direct to our northern ports, instead of first touching at the southern for a land-fall and good weather.

Thus Charleston ceased to be a half-way house, and was made an outside station. The south quietly and in silence looked on while this revolution was making its changes.

After another period of twenty years, viz:—in 1816—another era in commercial affairs and the business of the sea was commenced. In that year, Jeremiah Thompson, Isaac Wright and others—in honor of whom the City of New York should erect a monument—commenced the system of packet ships.

They put three vessels of 300 or 400 tons each, on the line to Liverpool, to sail on stated days regularly once a month or thereaway. The croakers all thought, and many said that these ships would be “no go”—that they were entirely too large, and that often the day of sailing would arrive when there would be neither freight nor passengers to take. But the staid old Quaker who was in the concern knew what he was about. He sailed on the regular day and gave his captains the postage upon all the letters conveyed to and fro, and for a quick passage he promised them a new gown for their wives, sometimes a new coat for themselves.

The “Liners” as the packet ships of New York came to be called, went on increasing in numbers and size and in favor with merchants and ship owners until the sea became white with their sails, and New York the focus from which they diverged to all ports of the world, and to which they all returned.

Opposition lines were got up to Liverpool—and independent ones established to London and Havre. Besides these, lines of packet ships, packet brigs, and packet schooners were established between New York and every sea-port town in the United States. They all had their regular day of sailing, and daily fleets of them were to be seen going out and coming into the harbour of New York.

Having their regular days of sailing for New York they would bring any thing at any rate of freight that would pay for putting in and taking out rather than return empty. Hence they would take for a mere song, pine wood from Virginia,

naval stores from North Carolina, stones from New England, ores from Cuba, &c., which last were again taken without freight to England because Cuba ores served for ballast.

Thus the packet system built up New York and made her the great central market for all the surplus produce of all sorts from all parts of the sea board. Whatever the country produced for sale, samples of it were brought by the packets to the wharves of New York,—and thus the warehouses of that city became an immense variety store in which is to be found whatever is to be bought or sold in the U. States.

The packet ships carried the mails across the Atlantic. They made New York the point of communication with the Old World; and they controlled the business of dispatch for the whole country. They were the “Adams’ Express” of the day. The merchants of the North and the South all sent by them for their Spring and Fall Fashions—their light goods, small parcels;—all special orders were executed in that way. So completely had they monopolized every thing for New York, in the way of foreign business, travel and correspondence, that in the year 1837, when they had served out their twenty years—there was not a single vessel that cleared from Boston for Liverpool. But they had run their twenty years, and another era in the business of commerce was about to arise.

In 1837 commenced the era of Ocean Steam Navigation, though twenty years before that, the South had sent out an *Avant Courier* from Georgia; but the South rested content with the honor of being the first to stride across the Atlantic under steam. This was the time—’37—when the idea was thrown out that Virginia should offer to co-operate with the French and invite them to send their steamers into Norfolk.

The steamers, contrary to all expectations, gave an impulse to the packet ships, the packet ships re-acted upon the steamers, and both greatly increased in numbers and enlarged the business of the country. Boston got its line of steamers, sent its ships to Liverpool and recovered all the trade and more too, that it had lost when steamers first began to ply.

The steamers, it was found, so far from interfering with the regular “Liners,” created a business of their own. New York looked on quietly for ten years, before she understood this matter, or began to move in it. But New York, during the interval was feeling the way with English capital, as in the mean time Norfolk might have done with French. Finally New York got the federal government committed to the tune of many millions for her steam ship enterprize. Thus backed up, New York launched her ocean steamers and now leads the world in that navigation.

There is room for opposition both to Europe and the Gulf, but New York is a powerful competitor, and the odds are now greatly in her favor.

It is curious to look back at the important commercial and political events which have taken place regularly at intervals of double decades, one after the other.

We commence with 1776:—every generation continues in the majority for about twenty years. When the people therefore who had the ascendancy in '76, had passed into the minority, their successors—the next generation—signalized the occasion and their accession to the majority, by turning the Atlantic coast, in a commercial point of view, upside down;—by removing Charleston from the half-way to an outside station on the road between the old world and the new—for at that period the direct trade of Charleston alone was greater than that of New York and all the New England States together. The philosopher with no other instrument than the water-thermometer did all this.

When this generation had fretted out its sway of twenty years in the majority, had reached its sere and yellow leaf and passed into the minority, its successor signalized its installation by the establishment of the packet system—a system which is at the bottom and the top of New York's commercial ascendancy, operating as a sort of first principle among the real causes of the great business prosperity of that city.

If we were asked to trace back to the very source, those influences which first obtained expression in the construction of the Erie Canal, we should point to the water-thermometer and the packet system. It was on account of the prosperity, the commercial advantages, power and influence that New York derived from these, that she was enabled to undertake that work. Each new work added more and more to her power and wealth; but the key to it all, the very foundations of that wealth and power, commenced with the water-thermometer and were laid in the packet system. The water-thermometer and the packet system gave her the power to remove the commercial mouth of the St. Lawrence from the Straits of Bellisle to Sandy Hook—to turn the Mississippi valley upside down, causing the produce thereof to flow North and enter the sea under the highlands of Nave Sink.

These are go-ahead times: and the rising generation is crowding so fast upon us of the Ocean Steam Navigation era, that though we have but five years of our allotted time left to run, we doubt whether our successor will not crowd us out before the full term of our double decade shall have expired.

Before 1857, we hope to see the Isthmus pier-

ced with commercial thoroughfares and great national highways—before '57, we hope to see the proposition which we have to make, in full blast, recovering and restoring back to the South in ten-fold measure, all its lost advantages—its foreign commerce, its direct trade, its importing business and commercial prosperity.

Great Britain and Europe are not the only countries in the world with which commercial intercourse is desirable; nor are they the only ones whose trade can enrich and make prosperous.

Let the *South* not forget to look to the *South*. Let her study the immensity of the commercial resources which lie dormant in that direction. Let her see if she have not the ability now to hasten and assist the development of them; and being developed, to command, to reap and enjoy them.

Behold the valley of the Amazon, and the great river-basins of South America. Unexplored there, is a wilderness of treasures there. All the elements of the most valuable commerce are there; and they are of easy development.

We hope the reader will consult the map as he follows us in what we are about to say.

Of more than twice the size of the Mississippi valley, the valley of the Amazon is entirely inter-tropical. An everlasting summer reigns there. Up to the very base of the Andes, the river itself is navigable for vessels of the largest class. The Pennsylvania 74 may go there.

A natural canal through the Caciquiari connects it with the Orinoco. Giving drainage and fertility to immense plains that cover two millions of square miles, it receives from the North and the South innumerable tributaries, which it is said, afford an inland navigation up and down of not less than 70 or 80 thousand miles in extent. Stretched out in a continuous line, the navigable streams of that great water-shed would more than completely encircle the earth around at its largest girth.

All the climates of India are there. Indeed, we may say, that from the mouth to the sources of the Amazon, piled up one above the other, and spread out, Andean like, over steppe after steppe in beautiful unbroken succession, are all the climates, and all the soils, with the capacities of production that are to be found between the regions of everlasting summer and eternal snow.

The valley of the Amazon is the place of production for India-rubber—an article of commerce, which has no parallel as to the increase of demand for it, save and except in the history of our own great staple since the invention of the cotton gin. We all recollect when the the only uses to which India-rubber was applied, were to rub out pencil marks and make trap-balls for boys. But it is made into shoes and

hats, caps and cloaks, foot-balls and purses, ribbons and cushions, boats, beds, tents and bags; into pontoons for pushing armies across rivers, and into cammels for lifting ships over shoals. It is also applied to a variety of other uses and purposes, the mere enumeration of which would make us tedious. New applications of it are continually being made. Boundless forests of the Saringa tree are found upon the banks of this stream, and the exportation of this gum from the mouth of that river, is daily becoming a business of more and more value, extent and importance.

In 1846-7, pontoons for the British army in India, and tents for the American army in Mexico were made in New England from the India-rubber of the Amazon. It is the best in the world.

The sugar cane is found there in its most luxuriant growth, and of the richest saccharine development. It requires to be planted but once in 20 years.

There too are produced of excellent quality, and in great profusion, coffee and tobacco, rice and indigo, cocoa and cotton, with drugs of virtues the most rare, dyes of hues the most brilliant, and spices of aroma the most exquisite.

Soils of the richest loam and the finest alluviums are there. The climates of India—of the Moluccas and the Spice Islands are all there. And there, too, lying dormant, are the boundless agricultural and mineral capacities of the East and West, all clustered together. If commerce were but once to spread its wings over that valley, the shadow of it would be like the touch of the magician's wand:—those immense resources would spring right up into life and activity.

In the fine imagery of their language, the Indians call the Amazon the "King of Rivers." It empties into the Ocean under the Line.

Now look: Nature has scooped out the land in Central America, and cut the continent nearly in two there that she might plant between the mouth of the "King of Rivers" and of the "Father of Waters," and arm of the sea capable of receiving the surplus produce which the two grandest river basins on the face of the earth are some day to pour out into the Gulf of Mexico and the Carribbean Sea. These two sheets of water form the great commercial lap of the South. This sea and gulf receive the drainage of all the rivers of note in both continents, except the La Plata on the South, the Columbia on the West, the St. Lawrence and those of the Atlantic seaboard on the East.

Excluding the inhospitable regions of Patagonia on the South, and Labrador on the North, and referring only to the agricultural latitudes, the two Americas cover an area of land in round

numbers of about 10 millions of square miles. To not less than 6 of this 10, this sea and gulf are the natural outlet. Of these 6, about two-thirds are inter-tropical, producing a variety of articles to which the other parts of the continent never can offer competition. Nature has so ordered it.

With scarce the exception of a "ten miles square" the whole of this immense Carribbean water-shed, which is nearly double the area of Europe, is composed of fine, rich, arable land. The rainless coasts of Peru, the sandy plains of lower California, the great salt desert of the North, and the Sahara-like desert of Atacama at the South, all lie without it; they fall within the other 4 of the 10 millions. They are unarable; and, therefore, as they are unfit for cultivation, they should be, in this classification, arranged with the inhospitable regions of Patagonia and Labrador. So classing these barren places, we discover the startling fact, that these two rivers are the natural outlet, and the Carribbean Sea and Gulf of Mexico are the natural receptacle, for the surplus produce of nearly three-fourths of the whole extent of arable land in the two Americas. Moreover these two marine basins of the South are also the natural outlet, North and South, for the productions of not less than 70° of latitude. The Mississippi runs South, and crosses parallels of latitude; it consequently traverses a great diversity of climates, and floats down to the Gulf, a great variety of produce,—a large assortment of staples. Its tributaries flow East and West; and each one contributes to the main stream itself many productions that are peculiar to its own latitude and climate.

The Amazon flows East. It runs along a parallel of latitude. Save and except the changes due to elevation, its climates are the same, and its banks, from source to mouth, are lined with the same growth. Its tributaries run North and South, and the products supplied by one of these, to the main stream, are duplicates of the products to be contributed by all.

In our river valley, winter and summer, spring and autumn, mark the year and divide the seasons; in the other, the seasons are the wet and the dry—and the year is all summer. One valley is in the Northern hemisphere; the other in the Southern. When it is seed time on one side, the harvest is ripe on the other.

The Carribbean Sea and Gulf of Mexico are twin basins. They are seas Mesopotamian, and wholly American. The great equatorial current having its *genesis* in the Indian Ocean, and doubling the Cape of Good Hope, sweeps by the mouth of the Amazon, and after traversing both Carribbean Sea and Gulf of Mexico, it meets with the Gulf Stream, and places the commercial outlet of

that river almost as much in the Florida pass as is the mouth of the Mississippi river itself. Two travellers may set out from the Yucatan Pass; one North for the sources of the Missouri, the other South for the head waters of the Amazon. If, when the former reaches the base of the Rocky Mountains, he will cut a tree down and let it fall in the river, so that it will drift with the current without lodging by the way, it will meet in the straits of Florida one cut and cast into the Amazon, by the other traveller, from the sides of the Andes, and floated down that river in like manner. The natural route of the drift-wood from both to the open sea, is through the Gulf of Mexico, around the peninsula of Florida, and so out into the Atlantic through the Gulf Stream.

These twin basins are destined by Nature to be the greatest commercial receptacles in the world. No age, clime, nor quarter of the globe affords any parallel or any conditions of the least resemblance to these which we find in this Sea or Gulf.

What other arm of the ocean is between two continents with opposite seasons? Where is there another Gulf Stream uniting the waters of an Amazon with the waters of a Mississippi—an extra-tropical with an inter-tropical river—and placing the commercial outlet of both before the doors of one and the same people? Where, in the wide ocean, or the wider world, is there another Mesopotamian sea, that is the natural outlet for a system of river basins draining an extent of arable and fertile lands greater than the continent of Europe can contain;—that yield all the productions of the torrid and the temperate zones;—and that are so situated withal, that from opposite hemispheres, with their opposite seasons, they will deliver into the markets a crop every six months? Famine can never visit such a land. The double chance of a crop in double hemispheres, frees it from any such liability.

In consequence of the winds and currents of the sea, the course of navigation from the mouths of these two rivers, as well as from all parts of the Gulf and Carribbean Sea, is such, as to compel every vessel that trades in their markets, whether it be with the produce of the great Amazonian valley at the South, or the mighty valley of the West,—we repeat, the course of navigation is such as to compel every vessel so freighted for Europe, for Africa, for India—nay, for Rio-de-Janeiro and for South America itself, to pass the very offings of our Southern ports on their way to market.

From the Gulf of Mexico, all the great commercial markets of the world are down hill. A vessel bound from that Gulf to Europe, places herself in the current of the Gulf Stream and drifts along with it at the rate, for part of the

way, of 80 or 100 miles a day. If her destination be Rio, or India, or California, her course is the same as far north as the island of Bermuda.

And when there shall be established a commercial thoroughfare across the Isthmus, the trade-winds of the Pacific will place China, India, New Holland, and all the islands of that Ocean, down hill also from this sea of ours. In that case, the whole of Europe must pass by our very doors on the great highway to the markets both of the East and the West Indies.

This beautiful Mesopotamian sea, is in a position to occupy the summit level of navigation, and to become the great commercial receptacle of the world. Our rivers run into it, and float down with their currents the surplus articles of merchandise that are produced upon their banks. Arrived with them upon the bosom of this grand marine basin, there are the currents of the sea and the winds of heaven so arranged by nature, that they drift it and waft it down hill and down stream to the great market places of the world.

To one who has never studied the course of the winds and currents of the sea, and the influence which they exert upon the routes which vessels must pursue in order to accomplish their voyages to and fro across the ocean, it appears startling to be told that the shores of the Southern States, of Florida and the Carolinas, are on the wayside of vessels bound from the mouth of the Amazon, the Orinoco and the Magdalena rivers to Rio-de-Janeiro as well as to Europe. The way out upon the high seas from the mouth of these rivers, and from that of the Mississippi, is practically one and the same.

To a vessel under canvass, Norfolk is not half as far, in point of time, from the mouth of the Amazon as is Rio in Brazil.

On account of the winds and currents of the Atlantic, a vessel bound from the Amazon to Rio, has first to sail to the northward until she reaches the northern parallel of 25° or 30° before she can begin to stand South. It is the same, no matter what be her destination, provided it be not the West Indies, nor any of the ports in the Carribbean Sea, or Gulf of Mexico.

Norfolk and Charleston may be called half-way houses from the Amazon and the Gulf, to New York, to England and Europe, and to all ports in Africa, South America, India and around Cape Horn. Indeed, they are the half-way houses from Amazonia to all the markets of the world, the way to which is across the seas.

We wish to fix attention as to the great advantages which our geographical and physical position gives us of the United States, in contending for the commerce to which the valleys

of the Amazon, the Orinoco and the Magdalena are destined at some day to give rise.

Before we submit the proposition which we design to make to the merchants of the South in particular, and to the people of these United States in general, we wish to call attention to another physical condition which nature has connected with the South American trade, and particularly with the commerce to which her river basins are to give rise. And that is, that not only do none of these river basins, but none of the continents of the Southern hemisphere, afford the contrasts for forming sea-faring communities among their inhabitants. Who ever heard of Brazilian seamen, or of the "mariners of Peru? We have heard of the Gauchos, the Ilaneros, and the horsemen of South America, but never of its seamen.

In order to become sailors, people must use the sea. And that they may use it, familiarity with it from boyhood and in early life is one of the prerequisites; preliminary to this prerequisite is a deeply articulated shore line;—a sea front richly indented with bays, bights, gulfs, and harbors thrusting themselves far up into the country on one hand, with capes, promontories and peninsulas pushing far out into the sea on the other,—thus increasing the length of water line;—thus bringing the inhabitants and the sea into close proximity and into the presence of each other.

Let any one of our readers who lives between tide-water and the Blue Ridge, cast about him, in his neighborhood, and tell how many boys and young men have left it and their country-life to become sailors; small, indeed, is the number. Even there the people are too far from the sea to take to it for a living.

Now let him take the map and look at the stiff, rigid shore line, not only of South America, but of the Southern continent generally—and then let him compare their almost isleless coasts with the finely articulated and beautifully contrasted shore lines of the Northern Hemisphere: the Gulf of Mexico with its gems;—the peninsula of Florida;—its string of Islands;—the sounds and bays;—and gulfs at the north;—the Mediterranean reaching a thousand miles and more back into the heart of the continent;—the Red Sea separating it almost in too;—the Baltic and the Black;—the Gulfs and Bays and Bights and Peninsulas of India and China. Let him look at these physical features;—let him contrast the two hemispheres in this respect, and see how much more maritime in feature one is than the other: let him study these features on a map of the world, and he will perceive how that nature has decreed that the seat of maritime power, strength and

greatness shall be in the Northern, not in the Southern Hemisphere.

Another condition required in the constitution of sea-faring communities is a niggardly soil, or other sources of a scanty livelihood to the laboring man. In these days, men forsake the land for the sea only when the sea affords better means of living than the land.

Where in the history of the world did the people of any nation ever become maritime in their habits, when their climates were mild, their soil kind, and lands cheap? There is no such instance on record. Who ever heard of bodies of men forsaking the cheap lands and beautiful climates of the Mississippi Valley to become mariners, only that they may wring from the seas a hard-earned, coarse, sometimes scanty and often dangerous subsistence?

If the Mississippi Valley do not produce seamen enough to fetch and carry its own produce across the ocean, and to do its own commerce, much less will that of the Amazon with its softer climates and more benignant soils.

Therefore whatever be the extent of the business which the Amazon may have to offer commerce, the fetching and the carrying of it must be done by sailors from our own side of the equator. Why may they not be Virginia and Carolina sailors? Those states have along the sea shore pine barrens poor enough to drive men, women and children all to sea for a living.

In the Amazonian trade, the winds for us are fair to go and fair to come. And we of the Atlantic sea-coast are the only people for whom they are favorable both ways.

The voyage from the capes of Virginia or from Charleston to the Amazon, is the most certain voyage as to the length of time that is to be found between any two ports in the Atlantic Ocean. In eighteen or twenty days, a sailing vessel can go and come, the year round. The N. E. trade winds carry her there; and they bring her back. They are "Soldier's Winds." Therefore among the inducements which the South has to move her in the matter of commencing to establish commercial relations and business ties in that direction; is the future one of competing in her own vessels and with her own sailors for the carrying trade of that magnificent water shed.

The proposition, therefore, which we have to make is with regard to a line of steamers from Norfolk, Charleston or Savannah, to the mouth of the Amazon.

Para is its "New Orleans." It is the city at its mouth. It has a population of some 15 or 20,000 inhabitants. There is a line of steamers already in operation from Rio to Para.

From Savannah to Para, the distance is about 2,500 miles; from Para to Rio 2,100. This, at

the rate of the best performance of Collins' steamer "Baltic," would give for the passage between Rio and the United States thirteen days for coming and thirteen for going.

The time occupied now in going and coming by sailing vessels, is about ninety days.

Suppose we lengthen this computed passage, and base our estimates upon the supposition that the time to Rio, by this line of steamers, will really require twenty instead of thirteen days, viz: ten to Para and ten thence to Rio.

The effect of such a communication would be to turn the whole correspondence and travel connected with the Atlantic slope of South America, through Norfolk or whatever port may be selected for the American terminus of the line.

Now it should be recollected that our commercial transactions with Brazil and the valley of the Rio de la Plata, are already worth more than they are with any of the countries of Europe, except Great Britain, France and the Hans towns.

At this instant the "Levee" at Para affords foreign commerce enough from the valley of the Amazon to give annual freight to a fleet of fifty sail. But this is nothing to what it will be when the stimulants of civilization, agriculture, navigation and commerce shall be applied to that prodigious wilderness of wealth.

Of more than twice the area of the Mississippi valley, that of the Amazon is much more bountiful. There the labor of one day in seven is enough to crown the board of the husbandman with plenty.

The vegetable kingdom sits enthroned there in surpassing grandeur, sublimity and power. Its energies are in ceaseless display, its forces in perpetual activity, vigor and health. There is there no falling of the leaf; no season of repose in the vegetable economy: and consequently no period for the decay of vegetation;—no time for the development of noxious gasses and pestilential miasmata. As soon as these are evolved from one plant, they are absorbed by another in the perpetual summer: the result is a climate of great salubrity.

The display there of the vegetable force is terrific. Here with us, as we travel along the sea shore, we see the vegetation standing back and separated from the water by the battle-ground between the waves and the land. Strewed with debris and covered with fragments thrown up from the bottom of the sea, or uprooted from the base of the hills, this field of battle with us is a sandy, barren waste. In it, no subject of the vegetable kingdom is permitted to take root; and not a member of the whole animal family is able to gather even the most scanty means of subsistence from it. The scene of the most per-

fect desolation to be found on the face of our planet is the field of strife on our shores between the waves and the winds and the dry land.

In Amazonia, the mineral gives place to the vegetable kingdom in the conflict, and a new combatant enters the field. The forces of the vegetable kingdom there, march down for the fight to the very water's edge. A storm arises; the waves come and beat back the vegetation, bearing it down and heaping upon it piles of sand and shells, cast up from the depths below. In a few days the tremendous power of vegetation recovers and it is seen marching down over the sand banks and piles of fragments, and planting its foot again upon the water, in the water and under the water, and pushing out its advance posts in lines of green far into the sea.

The lilies of that valley* attain such gigantic vigor and proportions that a single leaf will float a man.

If there be such a display of vegetable growth in the wild state, of what is such a climate not susceptible when it shall be assisted by the arts of cultivation?

Peruvian bark—cascarilla and cinchona as the Spaniards call it—is found in the valley of the Amazon and no where else. It is cut from the banks of one of its navigable tributaries, packed upon the backs of Peruvian sheep—carried up beyond the clouds into the regions of perpetual snow on mountain tops, and transported beyond the Andes, 600 miles to the Pacific Ocean; arrived there, the Seroon, which, at the place of production in the great Amazonian basin, was worth only a few pence, now commands from eighty to one hundred dollars.

Thus the world is supplied over the mountains and around Cape Horn by sheep, asses and ships with that drug. Were steam once to force its way up the Amazon, this drug would come down the river and pass by our doors on its way to market. That trade, in its present state, is worth upwards of half a million annually. The use of quinine is increasing, and the demand therefore for the bark must continue to increase.

On the steppes of the Andes where they serve as a water shed for the Amazon, are to be found flocks numbering thousands of sheep covered with fleeces of the finest and the rarest of wool; and yet it is scarcely worth the sheering, so great are the difficulties of getting it to market. Nevertheless, were it possible to place this wool on a raft that would keep the current, and were it to be thus launched on the stream where the flocks go to drink, it would drift down the Amazon; and being delivered by it to the winds and currents of the sea, it might, without other guide, be found

* The *Victoria Regia*, a water lily that produces the largest leaf and flower known in the vegetable world.

in the Gulf stream off Cape Hatteras; so direct is the natural rout even from the remote corners of that valley to this country.

Such are the physical conditions which invite the south to the study of the commercial resources, the advantages of trade, and the interests to her navigation in that quarter.

In the valley of Amazon are mines of silver and gold of immense yield. There too are found and wrought the great quick-silver mines of the world; and there, too, situated far down towards the Atlantic in that valley are the mines of diamonds, of gems and precious stones which have dazzled princes, lent splendor to the crowned heads of Europe, and added brilliancy to the pageants of all people.

There is now on the statute books of Portugal a Royal Ordinance forbidding any of the productions of India to be cultivated in Brazil. This was when Brazil was Portuguese; and when Portugal was apprehensive lest the spices of Brazil would injure her eastern commerce and possessions.

The cinnamon of Amazonia is superior to that of Ceylon; its gums and ornamental woods are said to be of surpassing beauty, variety, excellence and value.

Men of science who have studied the physical conditions of Amazonia and India, and who have compared the climatology of the two regions, are of opinion, that in this magnificent wilderness of America, are to be found both soil and climate suitable for the production of every spice, gum, resin and drug that is grown in the East.

The spirit which moved men in the days of knight-errantry, which drove them in the time of the crusades, and which, at a later period, carried them across the seas and conducted them to the New World in search of adventure and geographical discovery, is still as rife in this country as ever it was in the world. But it has assumed a new character: it has doffed the tinsel array of former times, and laid aside the pomp and circumstance with which it was wont to influence the imaginations of men, to dazzle their minds, bewilder their judgment and beguile their energies. Guided now by the lights of knowledge and improvement, which ornament the age in which we live, this active, restless and misdirected spirit of former times has been tamed down. Eminently utilitarian in its character, it now goes abroad with commerce, and seeks adventures in the fields of honest industry—achievements in the paths of peace.

It is this spirit, which, if once permitted upon the wings of free navigation to enter the grand river basins of South America, will cause the wilderness there to blossom, and the whole land to

smile under the tillage and the worship of a peaceful and happy population.

Therefore, let the South look to the South for trade and commerce; let her in the peaceful, Christian spirit of the day, cultivate with Brazil the relations of friends and neighbors; let her foster by all means in her power liberal commercial relations with a region which has such vast possessions, such countless treasures, such infinite resources, to make valuable its future commerce,—rich and great the people who are to enjoy it.

There is no colonizer, civilizer, nor Christianizer like commerce.

Encourage commerce therefore with the valley of the Amazon, and you encourage its settlement, and its cultivation, and the development of its resources. And in doing this you keep bright also that precious chain with golden links which bind nations together in peace and friendship.

In the whole domain of future commerce, the greatest boon for the people of the United States is in the settlement of Amazonia. We are bound to enjoy largely of the commerce to which such settlement is to give rise.

The people who go there will, for many generations yet to come, be dependent upon the United States for their manufactories, for articles of fancy and luxury, and for all varieties of merchandise, save and except those articles—and they in their unelaborated state—which they may dig from the mine, or gather from the field or the forest. The climate there is unfavorable for the workshop, and the soil will readily yield to the husbandman the richest of harvests wherewith, by exchange and barter, all his wants may be satisfied.

What would any of the maritime nations not give for a monopoly of the commerce of the valley of the Mississippi as it now is—and what is that commerce now compared to what that of the valley of the Amazon must be?

Settlement there, will transfer the productions of India and place them in Amazonia at our feet; so that the ships of all nations that may flock there to buy and carry them away will have to pass by our gates.

Surely an enterprise that has for its future the possibility of such results; an enterprise which has for its object the lifting up of the Indies and the setting of them down within a week, by steam, at our very doors—surely an enterprise which looks to such a revolution in the commerce of the world—to such a carrying trade, and to such a monopoly of it to ourselves, cannot fail to find favor with every true-hearted American, whether he come from the North or the South, the East or the West.

The beginning, it may be said, is too small for the end—the means proposed not adequate to

the result. Not so: the fall of an apple was the beginning of a science. Have we not seen how by dipping a thermometer in the sea, our Atlantic coast as it regards the course of navigation and trade with Europe, was turned end for end? And how by Jeremiah Thompson's packet ship of 300 tons and the enterprise of New York, the Mississippi valley has been turned upside down, and the commercial mouth of the St. Lawrence river lifted up and brought by canal and railway down to Sandy Hook? We do not mean to commit ourselves to the position that a line of steamers from Norfolk to Para would be self-sustaining *now*. We have been speaking of the future, and maintaining that the establishment of the line *now* would give the South many and great prospective advantages, that the South perhaps never would enjoy to the full extent, unless she commence now and prepare foundations suitable for that magnificent commercial structure which is certainly at some day to arise out of that valley.

To encourage the enterprise now, there is the carrying of the Brazilian and the Buenos Ayrean mails. The correspondence between the United States, Pará, Rio, Montevideo, and the Argentine Republic is extensive, and the revenue to be derived, for the transportation of these mails, would, with or without previous contract, go far towards supporting the line; and the sources of all of its business, freight, passengers and mail matter, would rapidly increase.

So far, geographical position only is in favor of the South. The facts we have stated, the arguments we have used, commend the enterprise as strongly to the North as to the South; and if the South do not make haste soon to take it up and embark in it, we may rest assured the north will not be slow. The contract for carrying the mails would protect those who may be first to embark in this field, from competition for a few years, which, while the company is getting a foot-hold, is no small consideration.

It is useless, because the attempt would be vain, to draw a picture of what commerce and navigation with the Amazon, or on the Amazon, or up the Amazon, or down the Amazon, would do in a few years; or how the silver from the mines of Potosi and Pasco, the gold of Peru and Bolivia, and copper and tin would all flow down the Amazon to the Atlantic, instead of crossing the Cordilleras to the Pacific. We are now informed of gold diggings, *placers* and washings on the Eastern slopes of the Andes that would vie with those of California. They are in the Indian country of Amazonia; but the energy and enterprise to fight, dig and wash are not to be found among the people there. This however, we regard as among the least valuable of the im-

mense resources of that valley. Subdued to commerce it would be a boon indeed.

There is, moreover, another point of view in which the valley of the Amazon, with its magnificent and interesting future, presents itself to the American mind.

That view we will hastily sketch, presenting only the main features of it.

That valley is a slave country. The European and the Indian have been contending with its forests for 300 years, and they have made no impression. If ever the vegetation there be subdued and brought under; if ever the soil be reclaimed from the forest, the reptile and the wild beast, and subjected to the plough and the hoe, it must be done by the African. It is the land of parrots and monkeys, and he alone is equal to the task which man has to accomplish there.

At the North, the spirit of emancipation has been pressing the black man down to the South. He is now confined almost upon the waters of the Gulf. In the South, the same spirit has pressed him up to the North, and assigned to him the valley of the Amazon as his last resting place upon this continent. When that valley is subdued and peopled up, it is not for us to divine what will happen;—it is too far away in the mists of the future for our ken. Sufficient is it for us to know that even then God in his own wise providence will order the destiny of the black and the white race to be fulfilled, whatever it may be.

Therefore, humanly speaking and humanly perceiving, the settlement of the valley of the Amazon, its relations to this country, its bearings upon our future commerce and institutions appear to be so close, so intimate, and withal so potential, that the destiny of the United States seems to be closely connected with, wrapped up in, and concealed by this question.

Storms will come at sea, and crises will arise on the land; but no mariner or statesman ever escaped the one or avoided the other by failing to prepare for them. When the ship is too much pressed—knowing that she may be—the prudent seaman has all,—ready provided and at hand,—the means of relieving her. In doing this he considers the safety of the vessel, of the cargo, and of all on board. We propose to follow his example with regard to the ship of State.

The institution of slavery as it now exists in this country, fills the mind of its statesmen with anxious solicitude. What is to become of it? If abolished, how are so many people to be got rid of? If retained, how are they to be controlled? In short, when they have increased and multiplied according to the capacity of the

States to hold them, what is to be done with them. whether they be bond or free?

The "slave" States so called, have the black lines drawn about them. There will soon be no more Mississippi lands to clear, no more cotton fields to subdue, and unless some means be devised of getting rid of the negro-increase, the time must come,—and sooner or later it will come,—when there will be an excess in these States, of black people. This excess will be brought about by the operation of two causes:—natural increase of the blacks on one hand; and emigration of the whites on the other. The slaves may go from one slave State to another, but they cannot go out of the slave territory. Therefore in the slave territory must they remain obedient to the command "increase and multiply." As their numbers spread, and as their labor becomes less and less valuable,—as in process of time it seems likely to do,—owners will sell or leave their negroes behind, and emigrate to other parts; thus by their absence increasing the proportion of blacks to whites.

The New England States and the Middle States did not emancipate their slaves; they banished them. They passed their post-natal and prospective laws of emancipation it is true; but they did not command the master to let the slave go free; before the time came round for the slave to go free, he had, in most cases, been taken off to the South and sold there: so that the so called emancipation at the North, was simply a transfer to the South of the slaves of the North—an act of banishment; nothing more.

Statement from the Census Tables of the free colored persons in the New England and in the Southern States:

	1790.	1800.	1810.	1820.	1830.	1840.
N. Eng.	13,156	17,317	19,488	20,756	21,331	22,634
S. States.	27,983	51,923	91,402	115,373	156,633	183,766

Per Cent. of Increase.

	3.1	1.2	6	3	6
N. Eng.	8.5	7.6	2.3	3.5	1.8
S. States.					

Besides their natural increase, the free blacks of New England receive large accessions to their numbers from the free colored emigrants and runaway slaves of the South. It is well known that the tide of emigration of the free men of color, flows North;—there never has been a reflux of it towards the South.

Thus, what is taken from the South by emigration, is added to the North, and therefore in a comparison of the free colored statistics between the two sections, the whole amount of emigration from the South appears as a double difference. It is subtractive on one side of the equation, and additive on the other.

Bearing these statements in mind, it appears

from the above quoted statistics, that comparatively but few slaves have ever been emancipated at the North; that as between the New England and the Southern States, the Southern have been the principal scene of emancipation; that notwithstanding the emigration from the South, the South has, within the fifty years, between 1790 and 1840, doubled the number of her free blacks nearly six times; whereas the New England States have not in the same interval, doubled theirs once; and that moreover during the period of prospective and post-natal emancipation at the North, ten slaves received their freedom at the South to one at the North.*

The decrease of emancipation at the South, between the first and the last decade of the above table—the falling off from 85 to 18 per cent. in the sources both of emancipation and natural multiplication taken together,—is decisive as to the practical increase at the South of the difficulties in the way of setting the slaves free. In their own mute style these figures proclaim with unutterable eloquence, the injury and the wrong which fanatics, styling themselves the friends of the black man, have inflicted upon his race. With a free colored population of 27,983 in 1790, the South in the next ten years, by natural increase and emancipation, swelled this class by 23,940. The natural increase due the basis of 1830 (156,633) is nearly six times that due the basis of 1790 (27,983.) It ought to be certainly—yet what do we see in the above figures? Why, that with the large basis of 1830, the decennial increase is but 27,133—only 3,193 more from 156,000 in 1830, than from 27,000 in 1790! Why, the free colored race must have fallen off wonderfully in its powers to "increase and multiply," or emancipation must have become much less in vogue among Southern people now than formerly.

Not only do these figures and facts, but the statute books also, show that the practical difficulties of emancipation have been greatly increased at the South. We see that from 1790, the increase of the free colored population at the South has fallen off, from the average annual rate of 8.5 to less than 2 per cent. More properly speaking the ratio in which it has fallen off is as 8.5 to 1.8.

* In drawing this comparison, allowance should be made for the emigration of free blacks from New England to Canada, and the N. Western States, and also for the circumstance that after the free laws went into effect in the New England States, there remained no more slaves to emancipate. But making allowance for all this, and arguing from the supposition that the natural increase of free persons of colour is the same North as South, we shall still be left with the conclusion that the South has emancipated many more slaves than the North ever did, considering the matter rateably.

The South could not, if she would, banish her slaves and tell the world that that is emancipation; for she has no place of banishment to send them to.

In the spirit of truth and candor, we do not think we venture too far when we assert it as a probability that neither New England nor the Middle States, would have passed, when they did, the emancipation acts which sent their slaves into banishment, if they had not had the South or some other place to send them off to.

Now suppose that Maryland and Virginia, Kentucky, Tennessee and Missouri, should wish to pass post-natal free laws, or a law of the so-called emancipation; can it be imagined that the remaining slave States would permit the slaves from those States to be crowded down upon them—to be brought there and sold as those of the New England States were, when they were emancipated?

We know the free States would not permit the liberated slaves to come over, in any considerable numbers, into their borders. The new constitution of Indiana, so far as she is concerned, is conclusive upon that point.

It is not to be supposed that the States in question will ever emancipate, if the liberated slaves are to stay where they are. Emancipation and citizenship both, to the slaves of the Southern States, is rather too much to expect from any one of them.

Neither past experience nor future prospects justify the assertion that Liberia and African Colonization can ever be relied on to relieve the country whenever it shall be overpressed with slaves, of those who create the pressure.

The fact must be obvious to the far-reaching minds of our statesmen, that unless some means of relief be devised, some channel afforded, by which the South can, when the time comes, get rid of the excess of her slave population, that she will be ultimately found with regard to this institution, in the predicament of the man with the wolf by the ears:—too dangerous to hold on any longer, and equally dangerous to let go.

To our mind, the event is as certain to happen as any event is which depends on the contingencies of the future, viz: that unless means be devised for gradually relieving the slave States from the undue pressure of this class upon them; unless some way be opened by which they may be rid of their surplus black population,—the time will come—it may not be in the next nor in the succeeding generation—but sooner or later come it will, and come it must—when the two races will join in the death struggle for the mastery.

The valley of the Amazon is the way; in this view, it is the safety-valve of the Union. It is slave territory and a wilderness. One among the many

results of this line of steamers, is the entire suppression of the African slave trade with Brazil, by a substitution therefor, of a slave emigration from the United States. At least so it appears to us.

The negroes from the Middle* and the New England States, who, under the emancipation laws of those States, were forced into the markets of Va. and other Southern States, did not thereby become more of slaves than they were before. There was a transfer of the place of servitude; that was all. Not a slave the more was made. But he that was taken from the North to the South, remained in the country. Suppose he had been sent to South America instead of to South Carolina,—it would have still been the same to him, but how different to the country! There would in that case have been a transfer of the place of servitude as before, but according to the anti-slavery tenets of fanaticism, a curse the less would have remained upon the country.

This subject opens to the imagination a vista: in it the valley of the Amazon is seen as the safety-valve of the South, and this line of steamers as a strand at least, in the cord which is to lift that valve whenever the pressure of this institution, be that when it may, shall become too powerful upon the machinery of our great Ship-of-State.

As in the breaking away of the storm, a streak of clear sky is welcomed by the mariner whose ship has been endangered by the elements, so this Amazonian vista is to us. It is the first and the only streak of light to our mind's eye, that the future throws upon the final question of slavery in this country.

Every steamship has her safety-valve; but every steamship is not obliged to use it always. It is there in case of necessity. So with the valley of the Amazon: we need not go there ourselves, nor send our slaves there immediately; but it is well to have the ability to go or to send, in case it may become expedient so to do.

This line of steamers by the commercial ties which it will establish, by the business relations which it will beget, by the frequent intercourse which it will bring about between the valley of the Amazon and the Southern States, will accomplish all these great results and more too.

The subject is immense—its magnitude oppresses us. We commend it to the serious consideration of our merchants and statesmen; and in so doing, we venture, though with diffidence, to ask the question: will not one or more of the States most concerned in the successful issue of the enterprise, give it encouragement?

M. F. M.

* Calling Middle States,—New York, New Jersey and Pennsylvania, only.